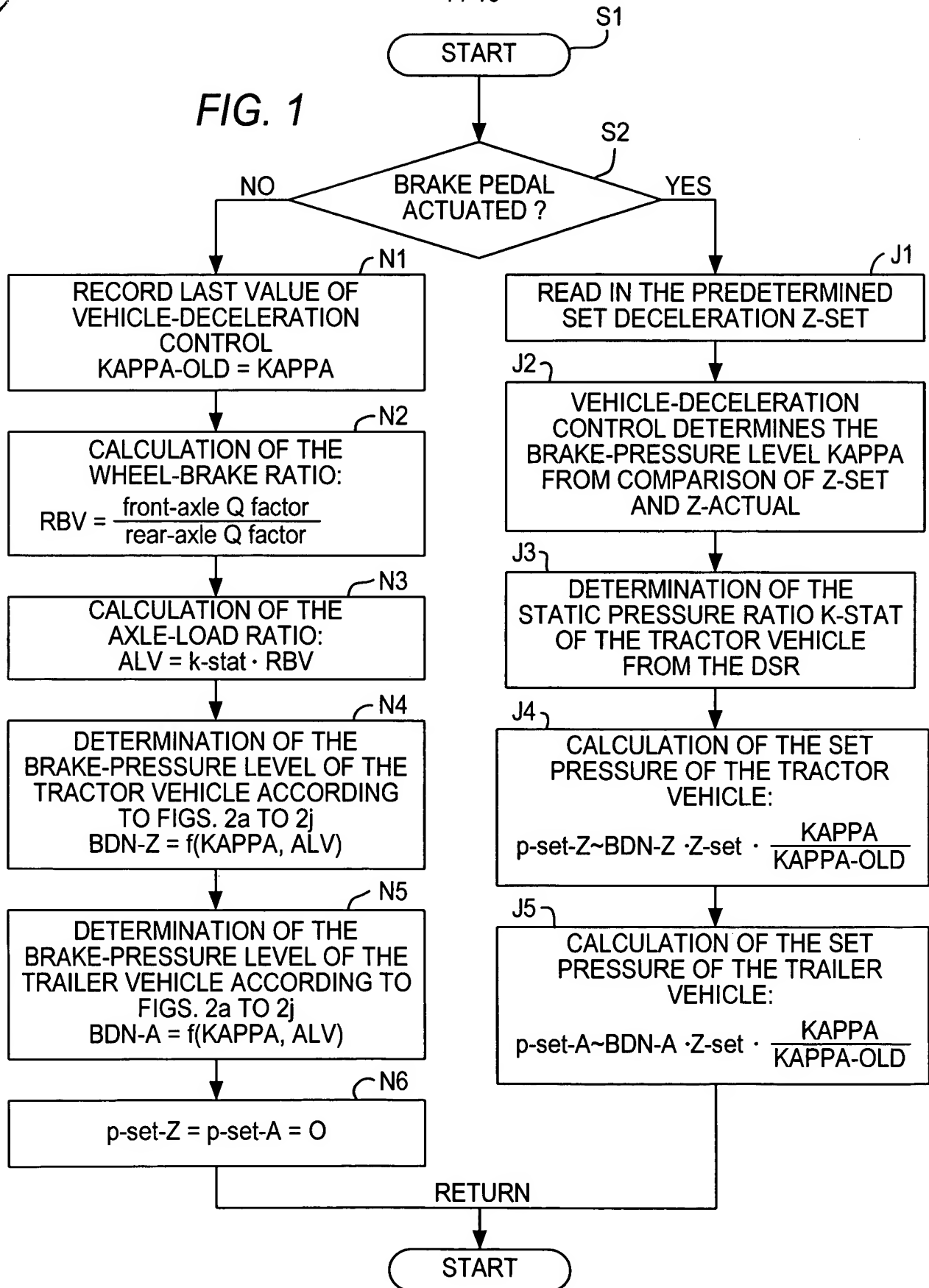
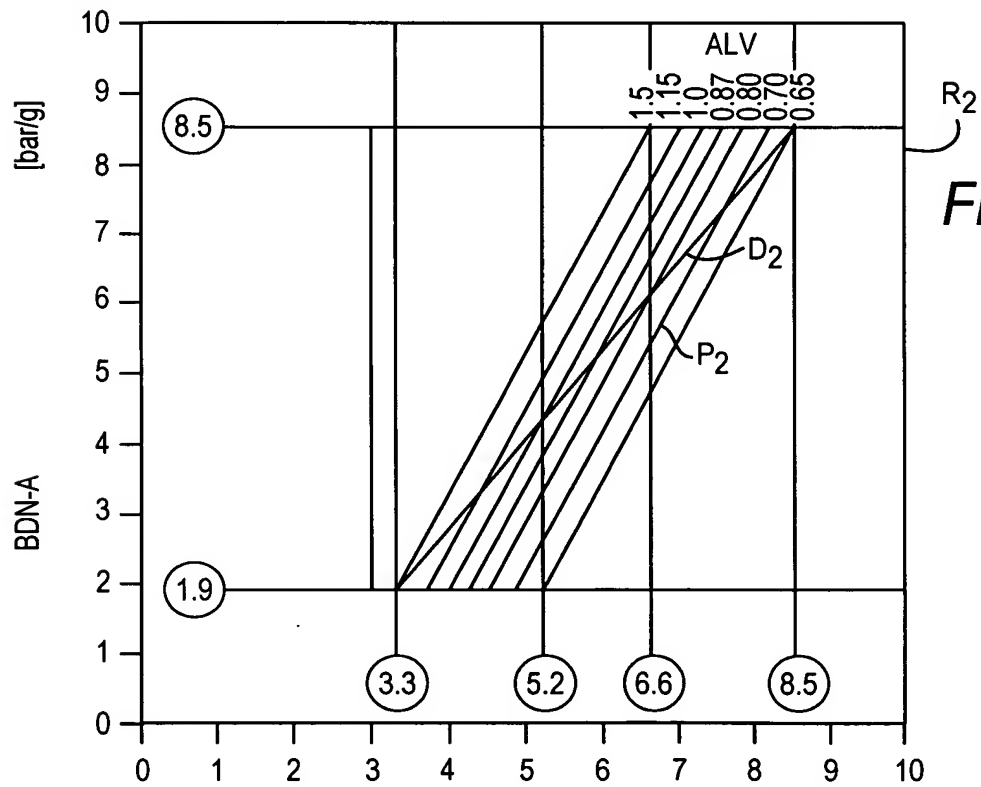
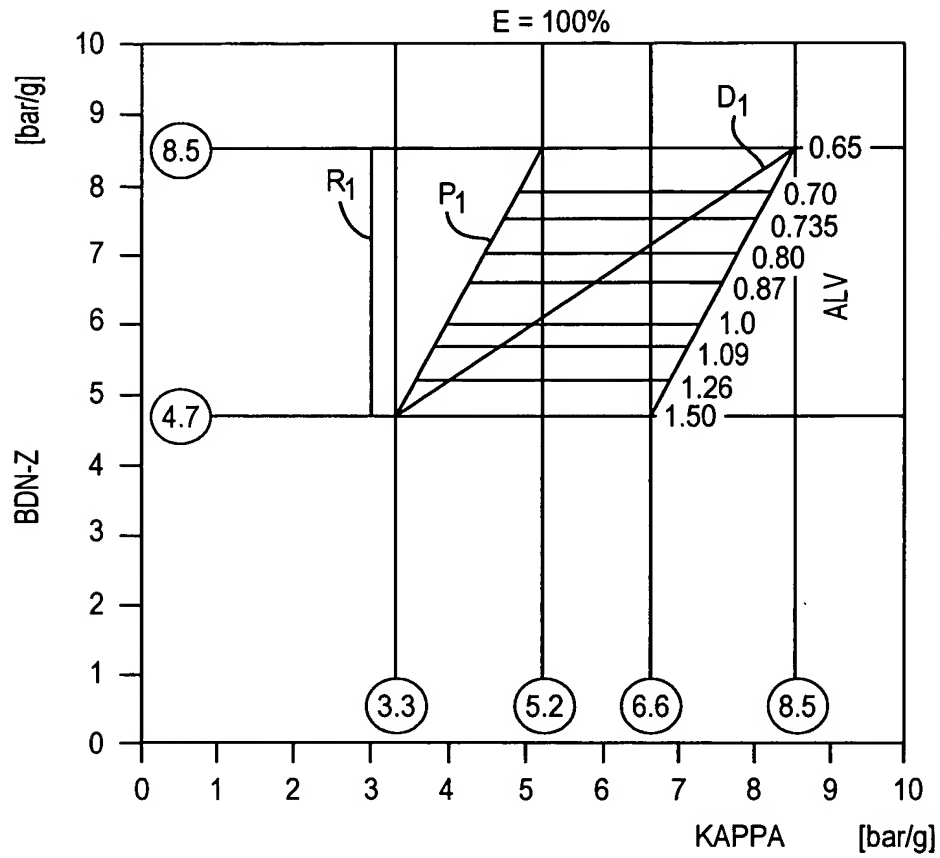


FIG. 1





E = 75%

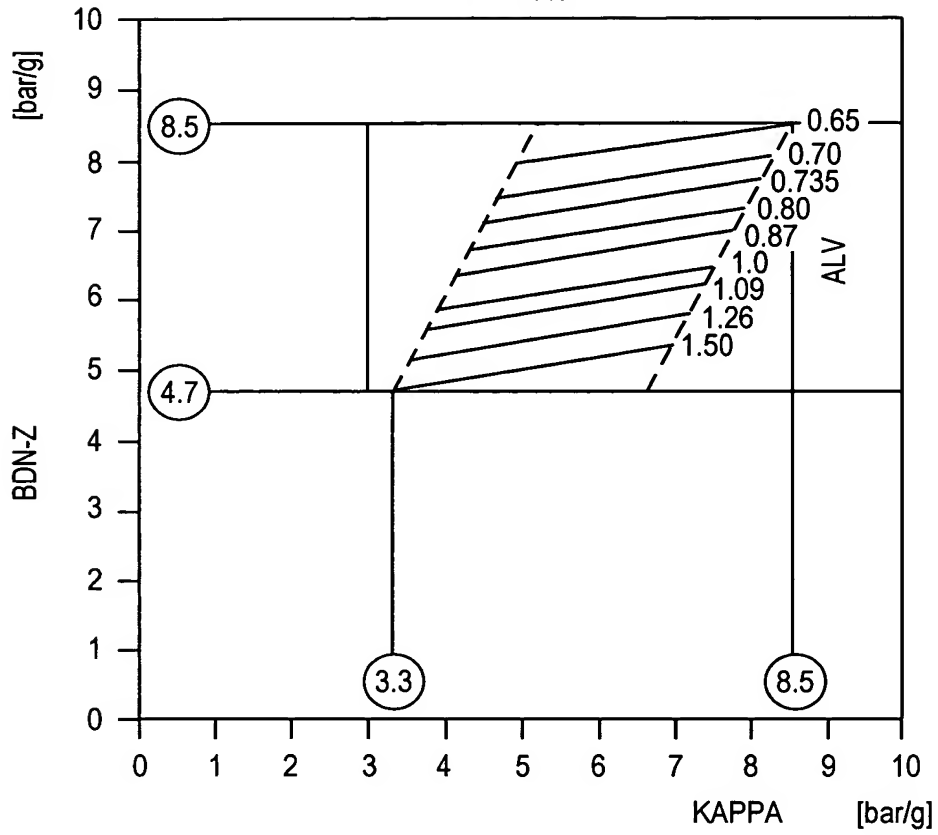


FIG. 2c

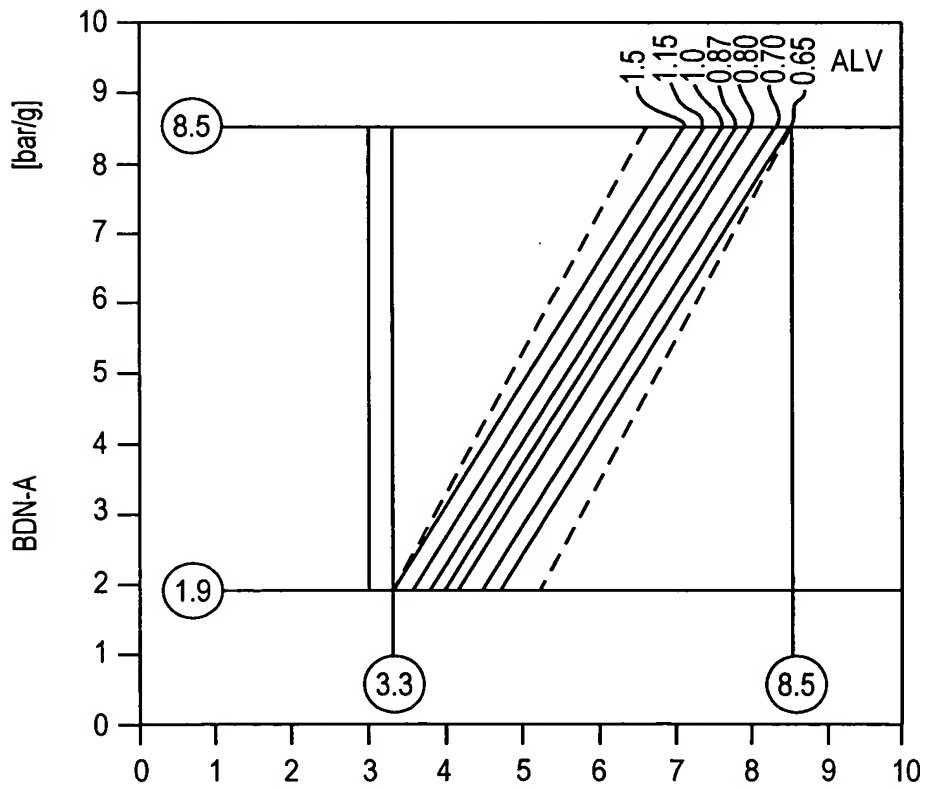
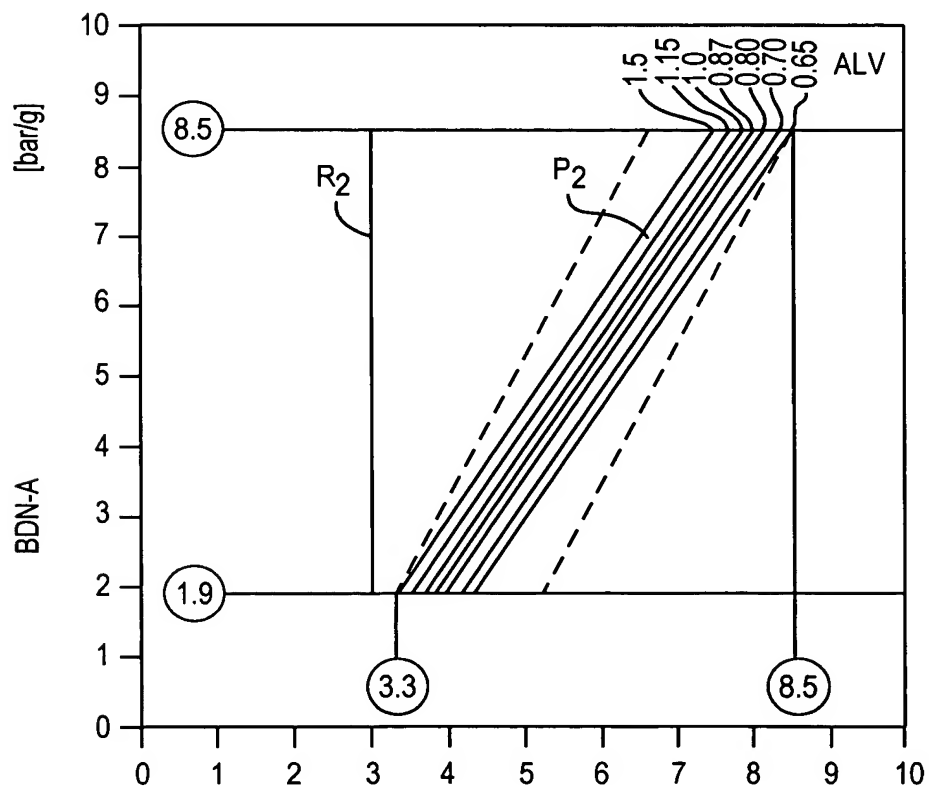
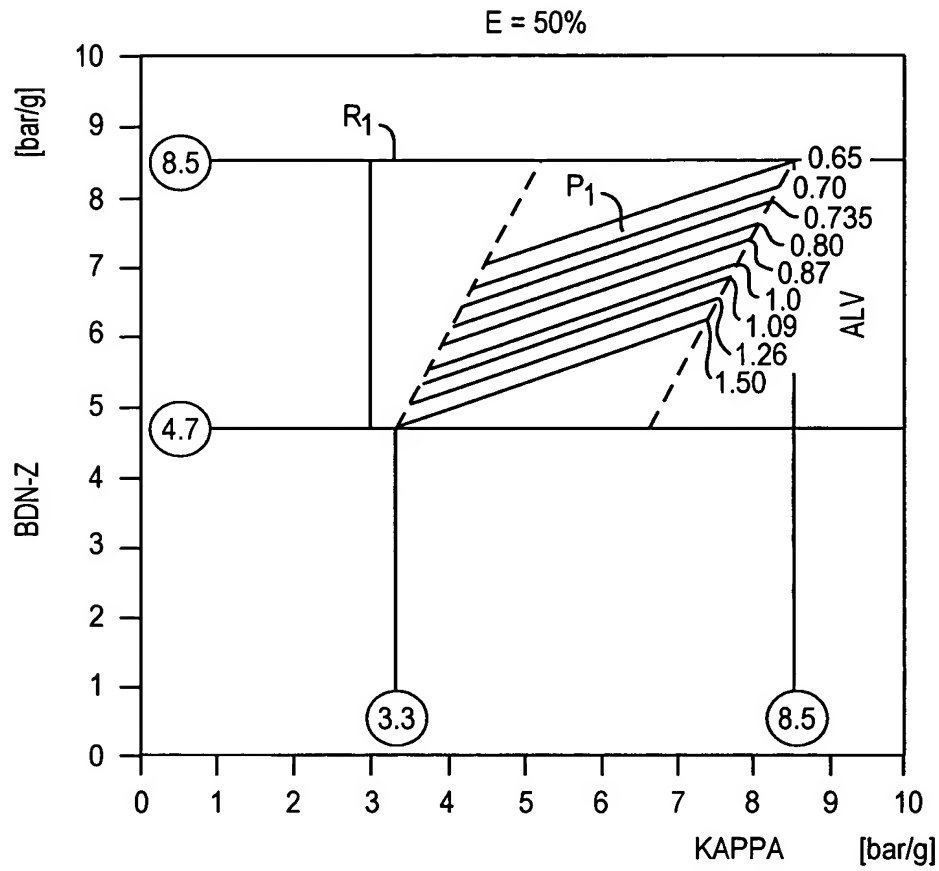


FIG. 2d



E = 25%

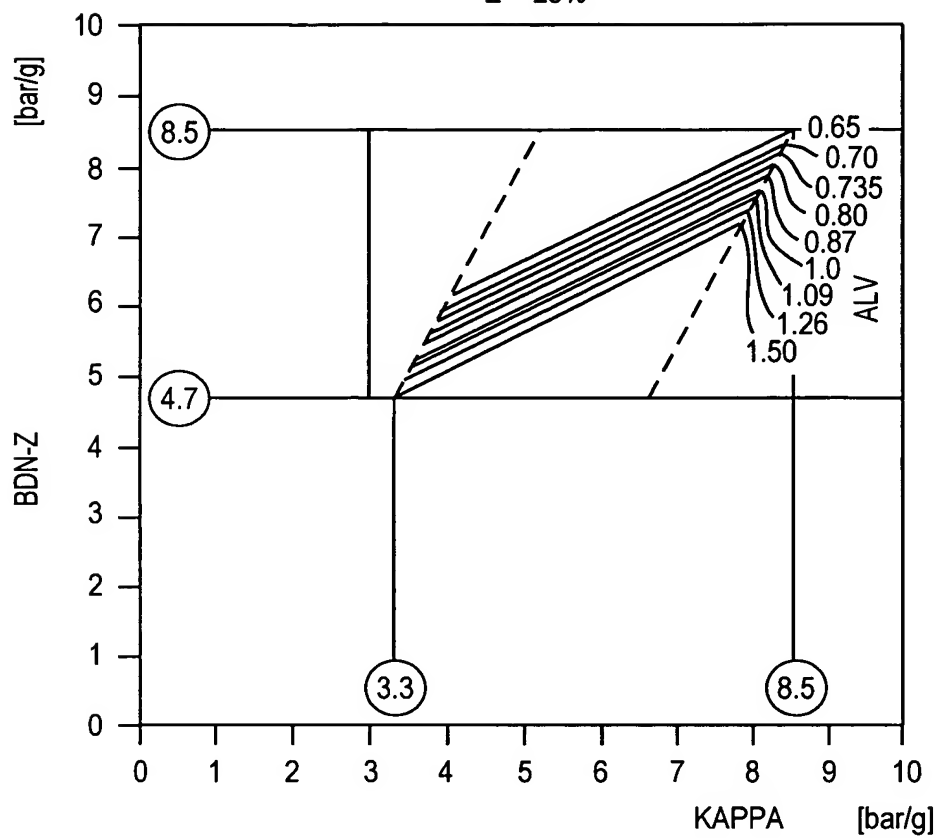


FIG. 2g

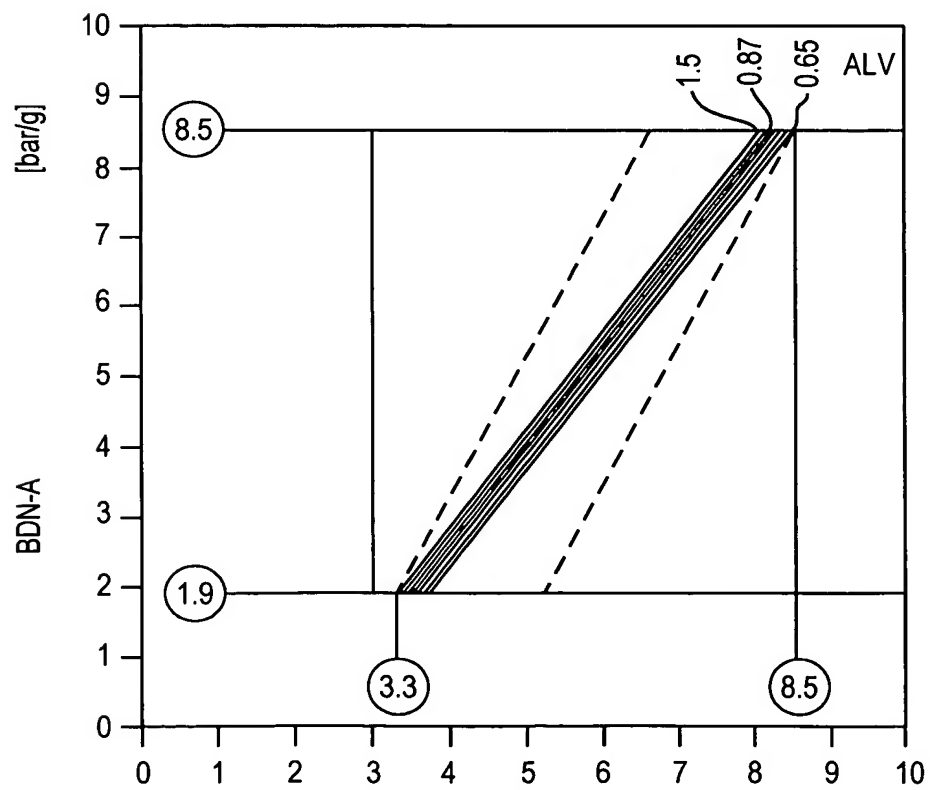


FIG. 2h

E = 0%

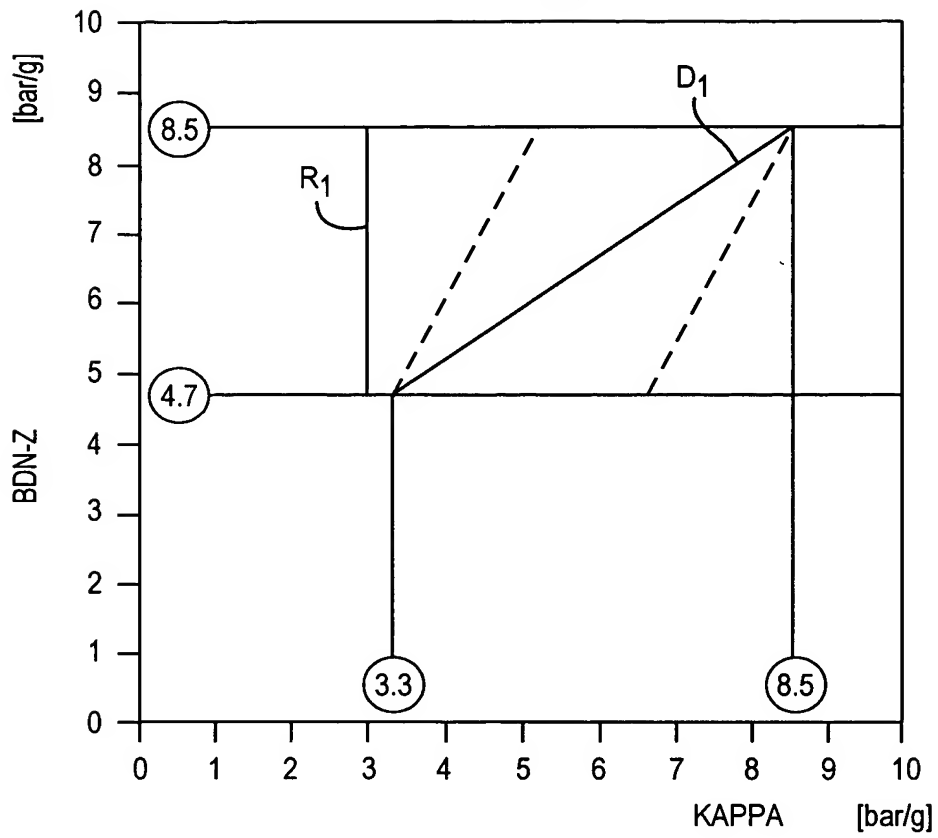


FIG. 2i

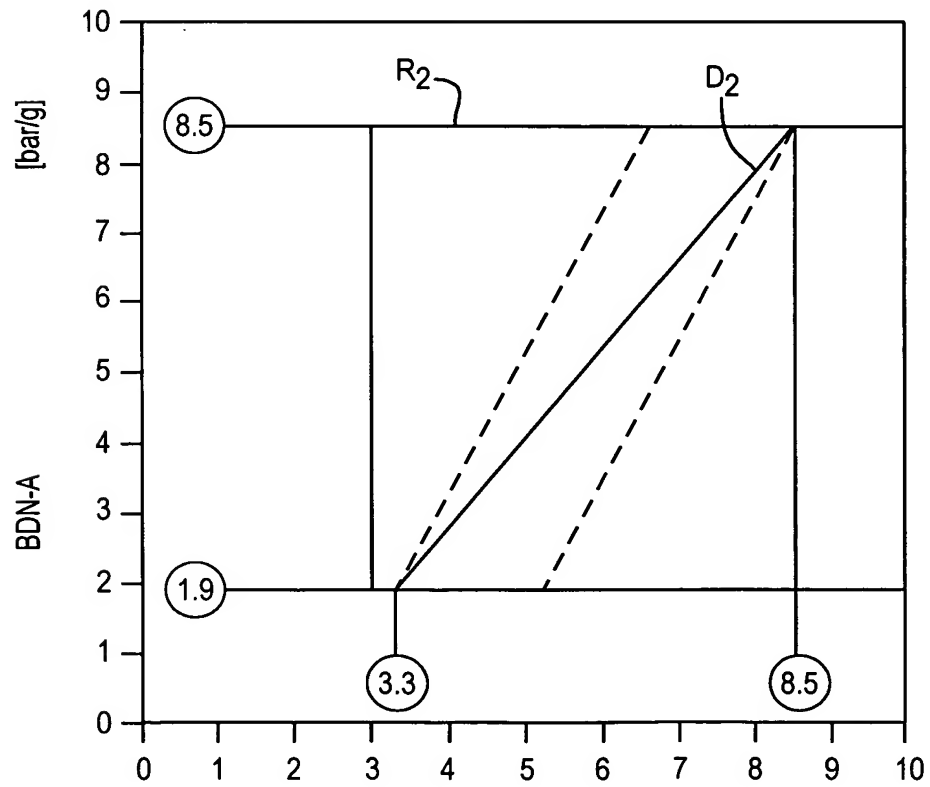
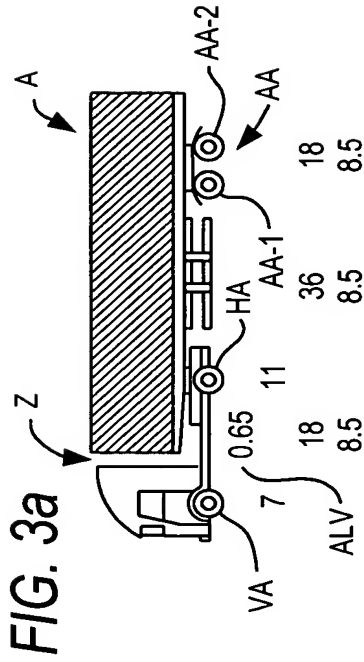
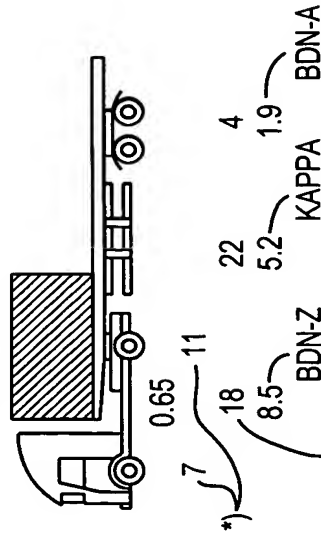


FIG. 2j



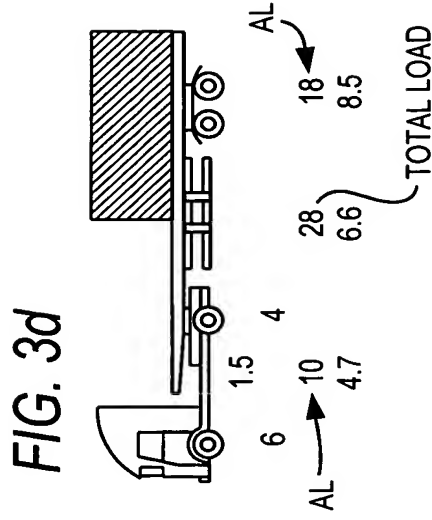
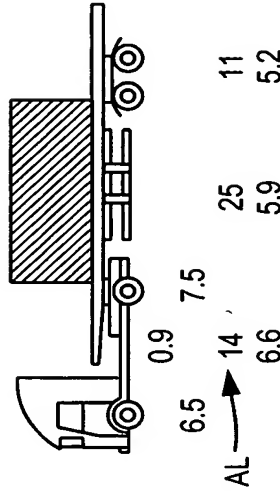
**FIG. 3b**



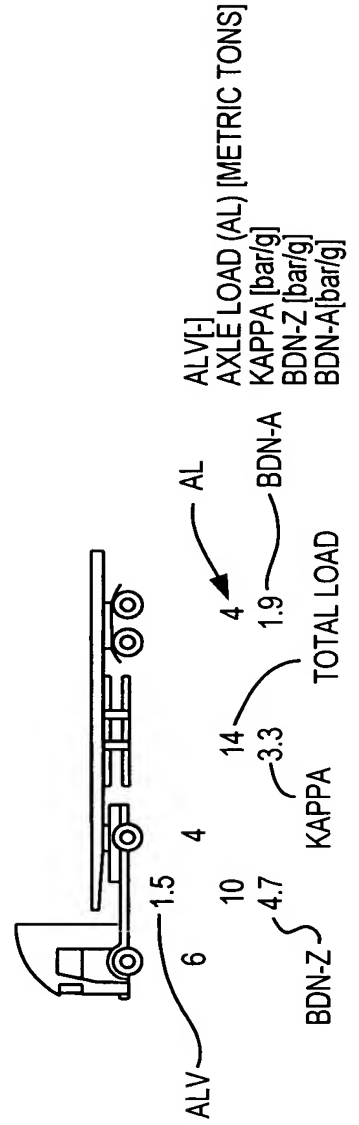
SUM OF THE  
INDIVIDUAL  
AXLE LOADS

\*) INDIVIDUAL AXLE LOAD

**FIG. 3c**



**FIG. 3e**



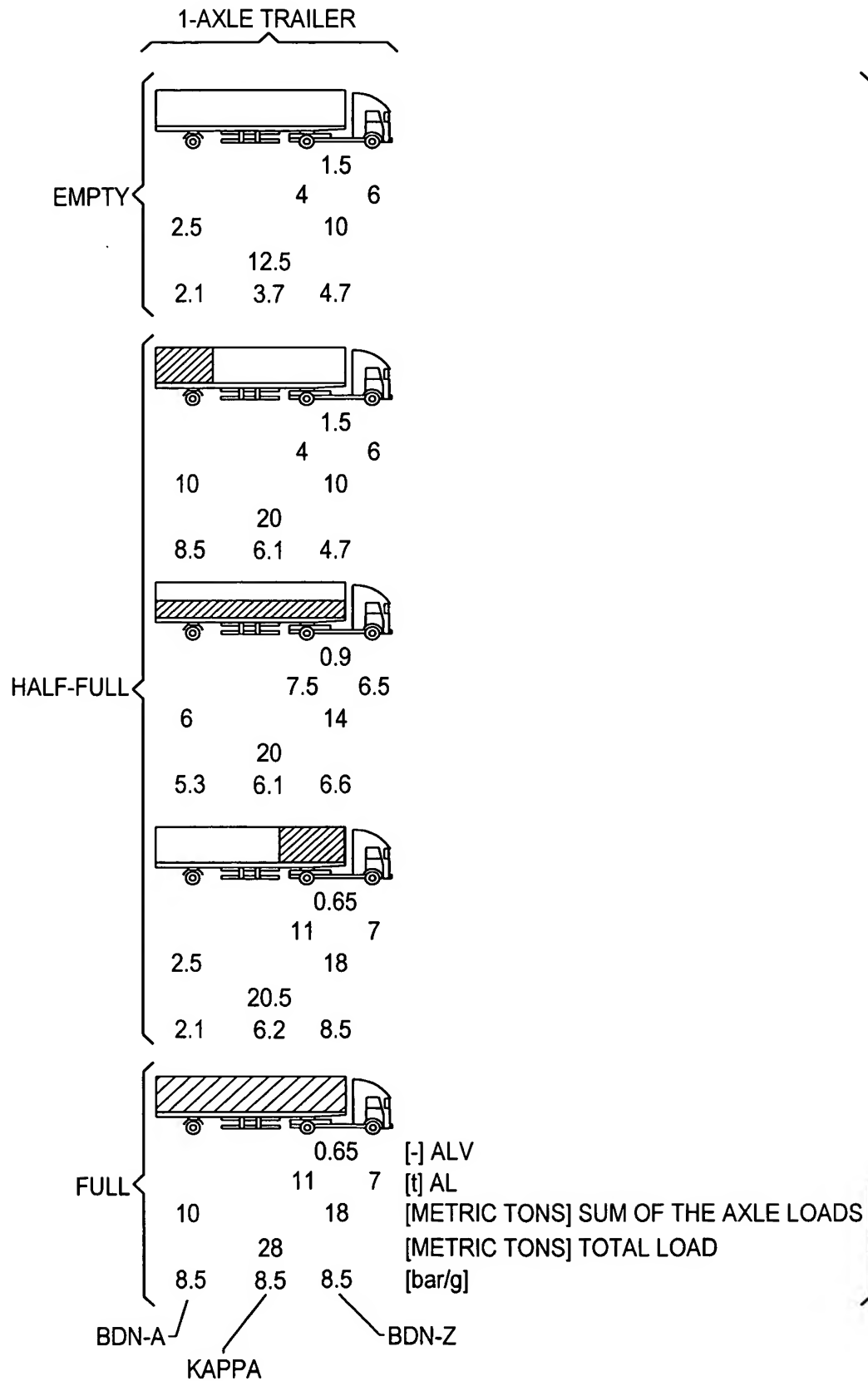


FIG. 4a



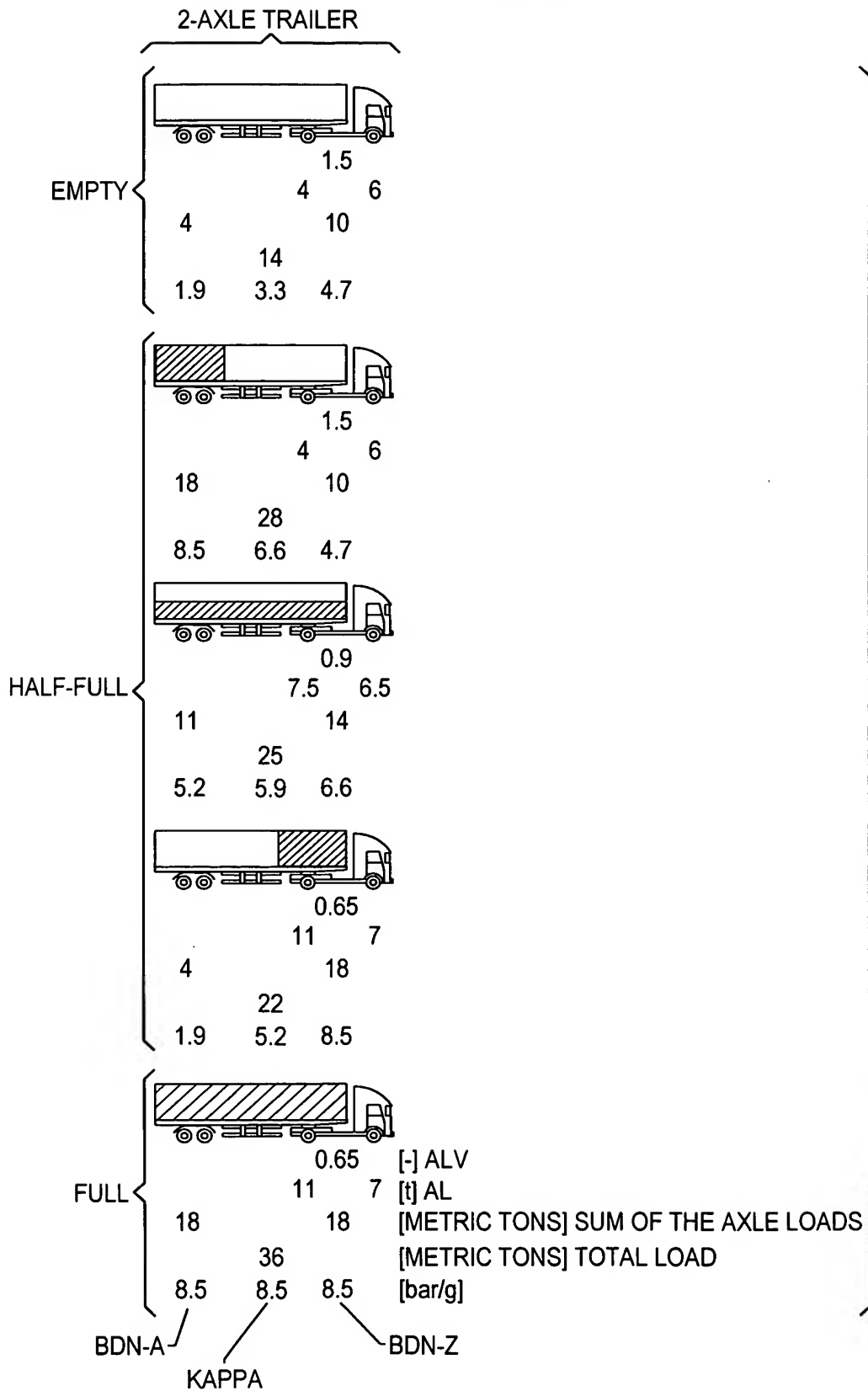
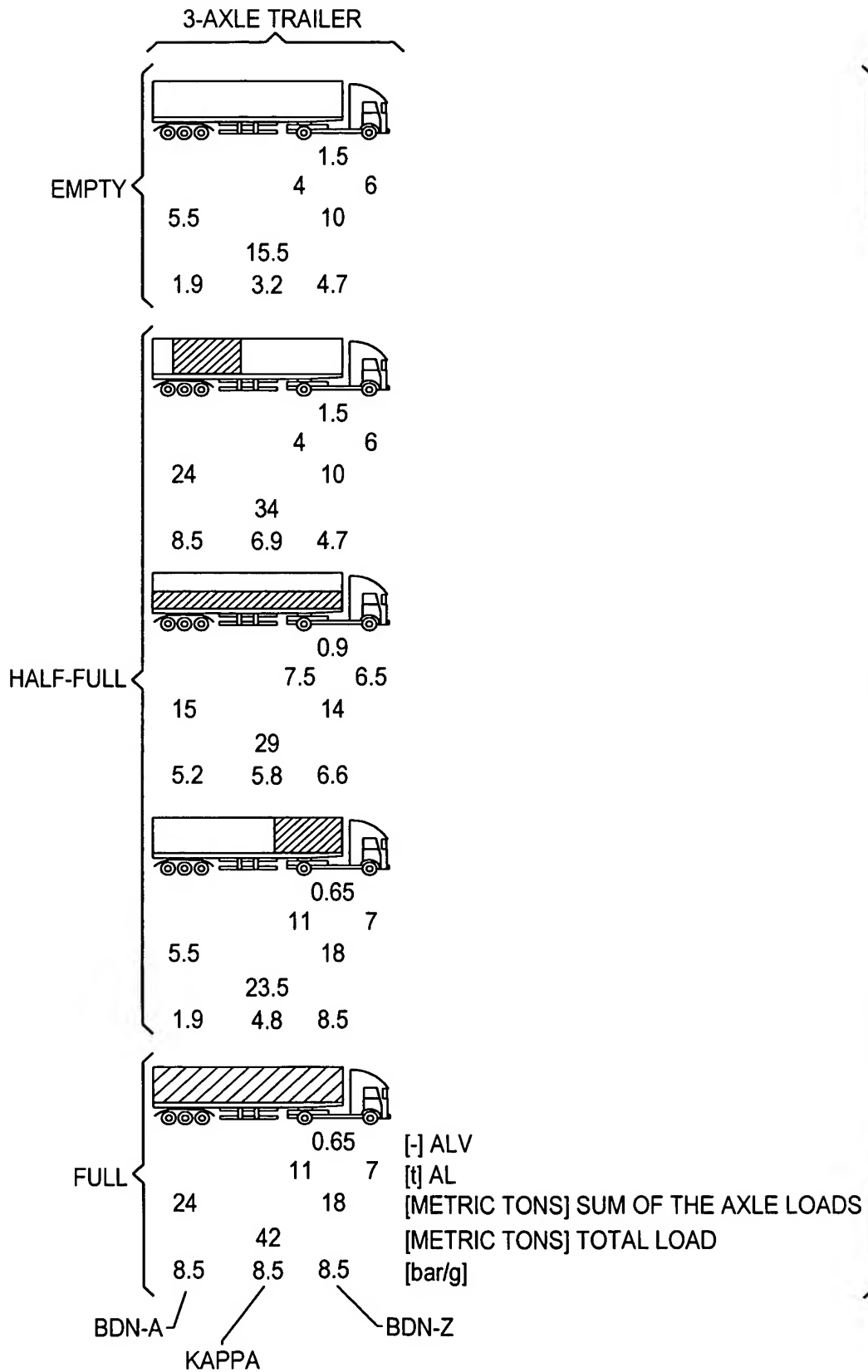
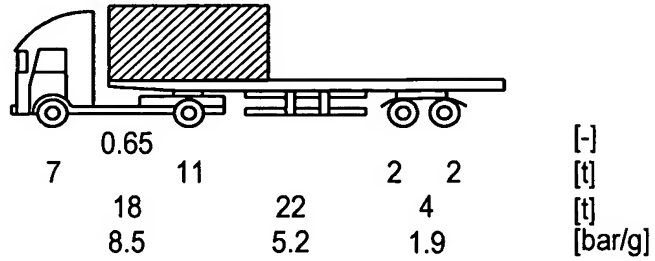


FIG. 4b

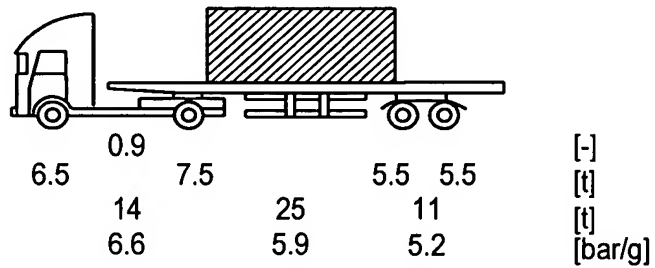


**FIG. 5a**

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 1.0

**FIG. 5b**

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 1.0

**FIG. 5c**

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 1.0

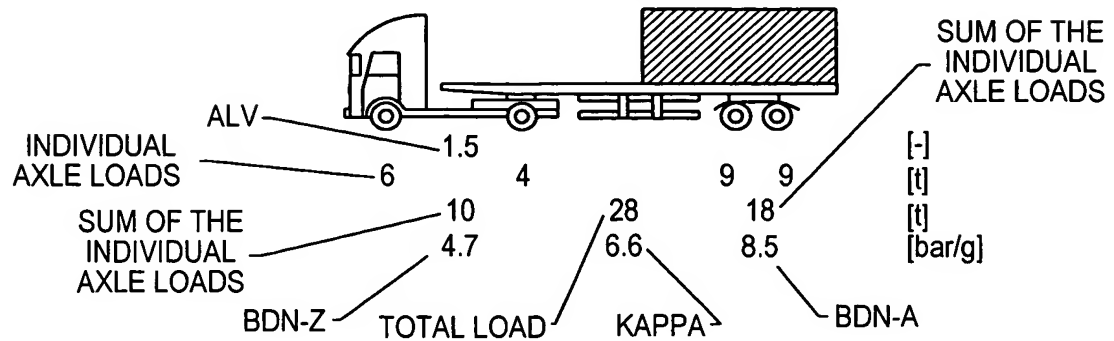


FIG. 5d

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0.5

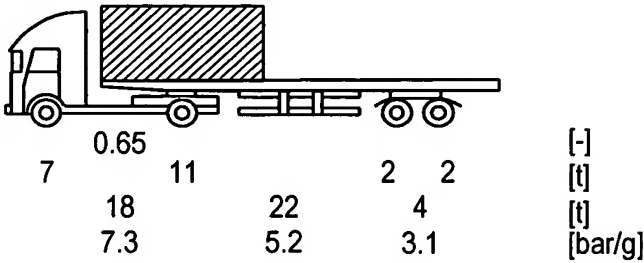


FIG. 5e

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0.5

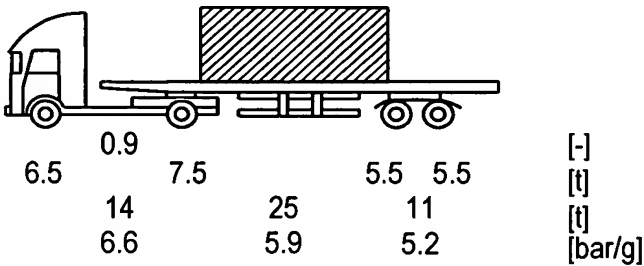


FIG. 5f

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0.5

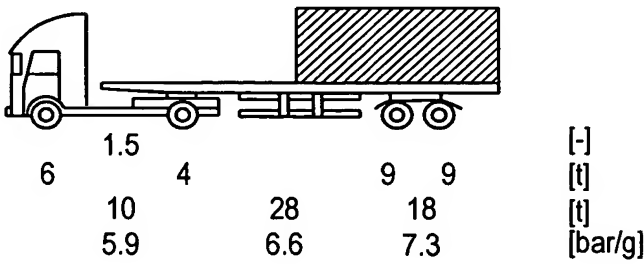


FIG. 5g

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0

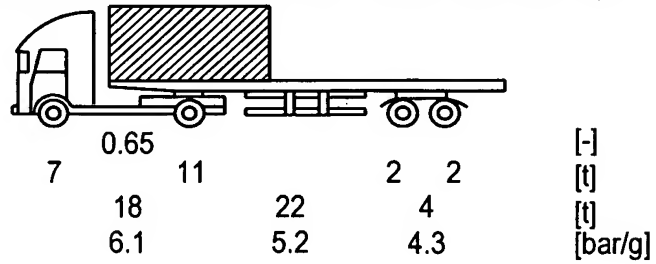


FIG. 5h

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0

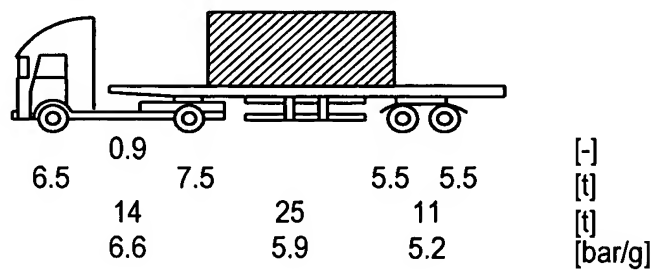


FIG. 5i

INFLUENCING FACTOR FOR AXLE-LOAD RATIO (ALV) = 0

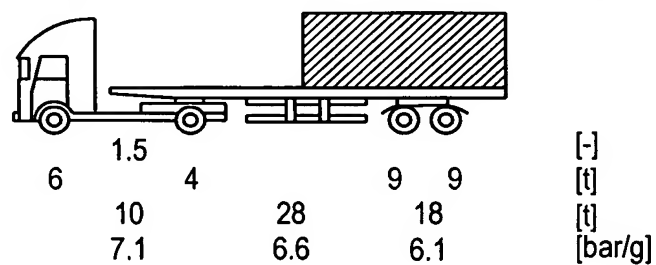


FIG. 6b

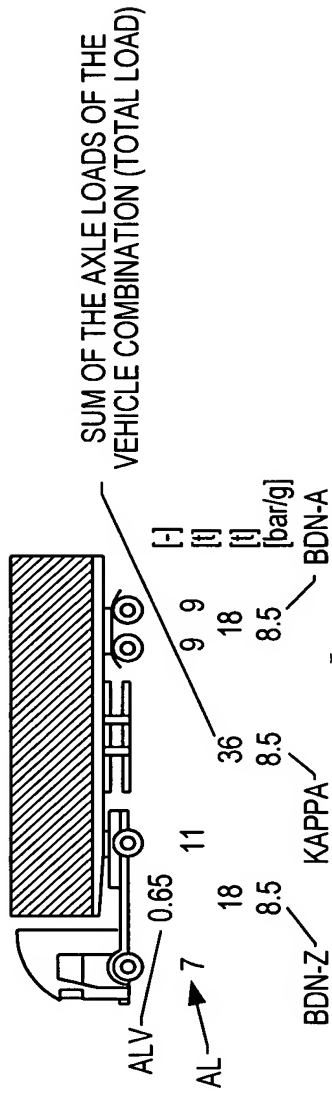


FIG. 6a

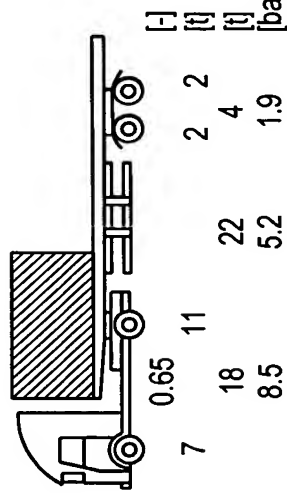


FIG. 6c

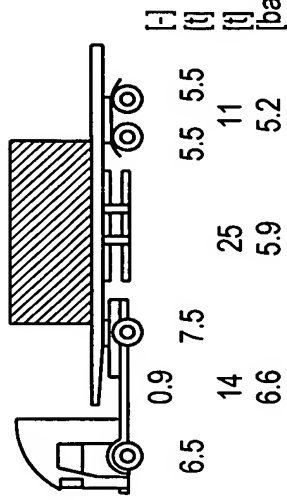


FIG. 6e

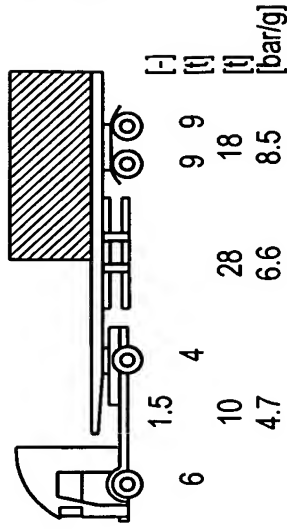
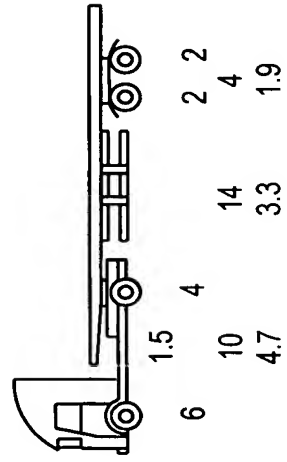


FIG. 6d



AXLE-LOAD RATIO (ALV)  
 AXLE LOADS (INDIVIDUAL AXLES) (AL)  
 SUM OF THE AXLE LOADS (OF THE VEHICLES (VEHICLE COMBINATION))  
 BDN-TRACTOR, KAPPA, BDN-TRAILER

FIG. 7b

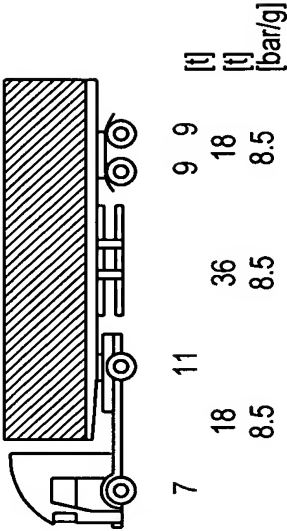


FIG. 7a

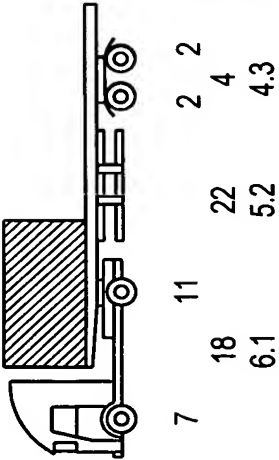


FIG. 7c

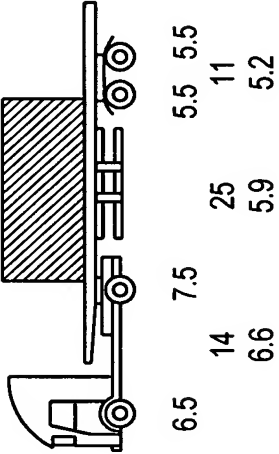


FIG. 7e

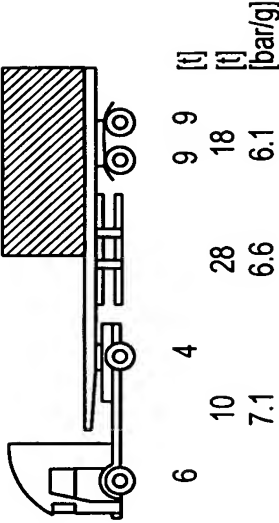
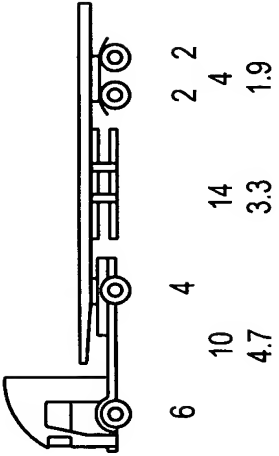
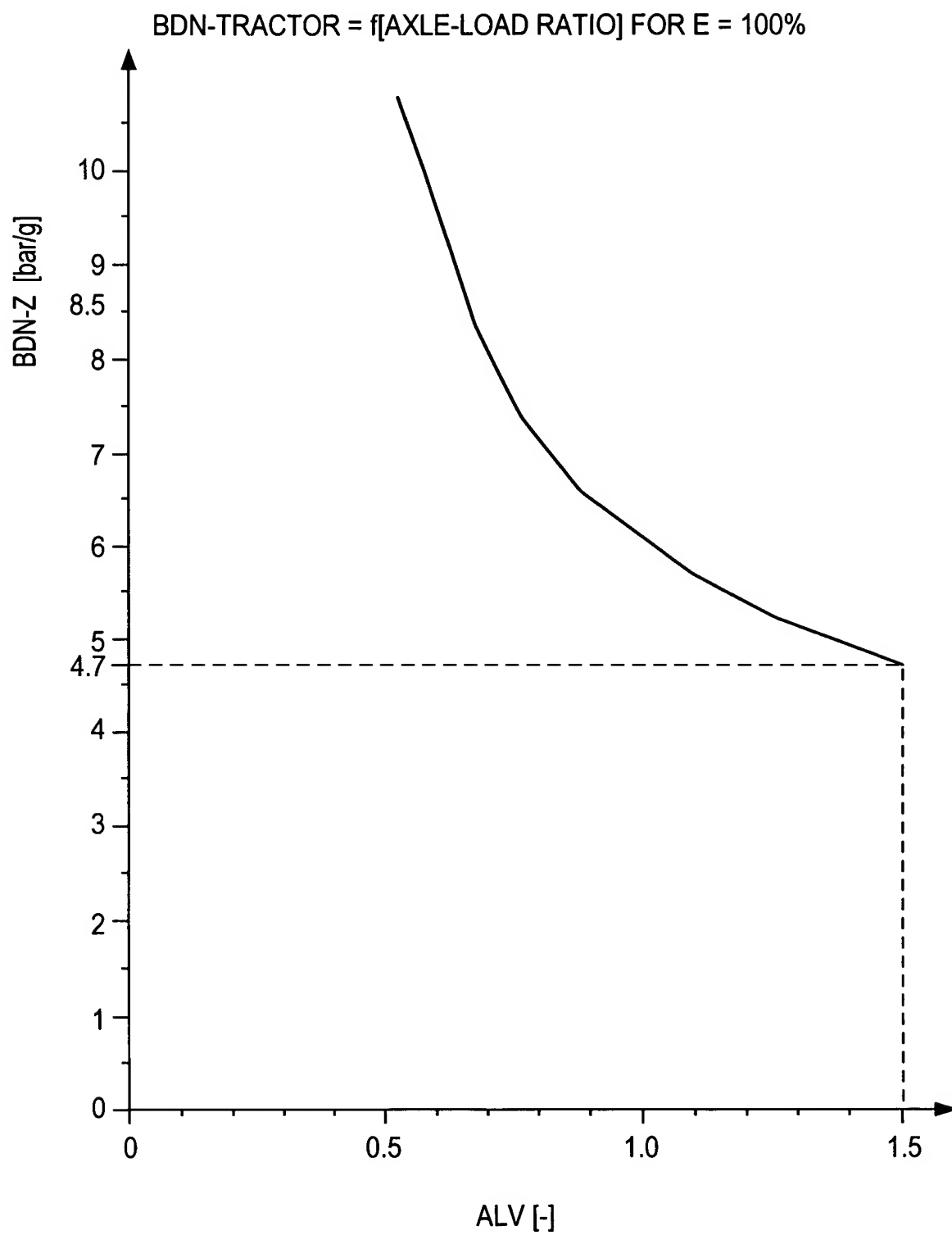


FIG. 7d



AXLE LOADS (INDIVIDUAL AXLES) (AL)  
SUM OF THE AXLE LOADS (OF THE VEHICLES (VEHICLE COMBINATION))  
BDN-TRACTOR, KAPPA, BDN-TRAILER

**FIG. 8**